

RUNNING CARS WITH CABLES.

ADVANTAGES OF THE MECHANICAL SYSTEM.

THE SAN FRANCISCO ROAD—COST OF CONSTRUCTION AND OPERATION—DEFECTS OF THE BRIDGE.

To the enterprise and mechanical ingenuity of San Francisco are due the origin and practical success of the system of running street-cars by means of the endless wire rope, or cable, placed beneath the surface of the ground. The first concession for a cable car was made in 1853, when General Abner Doubleday and Captain B. L. Ogden, of the Army, the originators of the enterprise, General Doubleday's duties taking him from California, all the rights and privileges granted him were sold and transferred to A. S. Hallide, representing the present City Street Railroad Company, to whom the credit is due of perfecting and carrying to completion the system of cable cars.

Success of this remarkable system of cable cars, and the ability, Mr. Hallide, under discouraging and disheartening difficulties, persevered until he has brought the system to that point where he is clearly able to establish by actual practice and demonstration its superiority over the general system of horse-power surface roads.

In August, 1873, the City Street Railroad Company, San Francisco, began business, and since it has been constantly running, and has been found to answer all requirements, and to exceed the expectations of engineers and others who had examined the plans previous to the construction of the road. This system is adapted to all metropolitan railroads where the surface of the streets has to be kept free from obstruction and open to ordinary traffic where the locomotive is not required, or where the streets are so steep as to make the use of horses difficult or impossible.

THE CABLE SYSTEM IN SAN FRANCISCO.

The system consists of an endless wire rope placed in a tube below the surface of the ground between the tracks of a railroad and kept in position by a stationary pulley, or roller, in the center of the road, and the power being transmitted from the motor to the rope by means of grips or other suitable pulleys, and from the rope to the cars on the street by means of a gripping attachment fixed to a cable car by a dummy and connected with the cable by a thin bar of iron, which passes through a narrow slot in the upper side of the tube.

It presents no impediment to ordinary travel. The rope is grasped and released at pleasure by a gripping device attached to the running car and controlled by the man in charge. The car is more smoothly started than by horses, and instantly stopped on any point of the track. Its mechanical construction is simple and easily controlled, and does not require the services of an engine driver.

A description of the City Street Road will perhaps give a clearer idea of the system. This street, near the lower terminus of the road, is directly parallel. The lower terminus of the road is at the intersection of Kearney and Clay streets. The summit of the hill is 307 feet above the level of the sea. The road runs in a double track, and is 5,197 feet long. The street ascending grade is 1 in 115. An endless steel wire rope, three inches in circumference and 11,000 feet long, is stretched the whole distance, lying in iron tubes, supported every 39 feet on 11-inch rollers. This rope is supported at every change of angle by a horizontal pulley, and at the lower end of the hill, a horizontal pulley is placed in the center of the line and at the engine house around two angle sheaves, each eight feet in diameter, which are driven by one 14-horse engine, the steam being furnished by a boiler 16x24 inches in size, using 3,700 pounds of coal per day. They have a duplicate engine and boiler, which are held in reserve.

The grip pulleys being furnished at their circumference with jaws that grip and release the rope automatically by the pressure of the rope in the jaws, prevent it from slipping, and being set in motion by the engine actuates the endless rope, while traveling up one tube and down the other.

In addition to the sheaves that support the rope in the tubes, at the upper side of each crossing where the incline makes an angle upward, there are sheaves in the tubes that keep the rope from striking the upper part of the tube.

There is an opening in the upper side of the tube, this opening runs the entire length of the tube, and is long about three feet, or six inches wide. This slot is not immediately over the center of the tube but on one side, to keep sand and dirt from falling on the rope and enable the foot of the gripping attachment to pass by and under the upper sheaves and over the lower sheaves in the tube.

The cars seat fourteen passengers and the driver sits on the front and controls the car. On the roads with the broader gauge and larger cars as many as 160 passengers have been carried. The passenger car is simply provided with brakes sufficiently powerful to stop the car on the steepest grade. Strong drugs also hold the car, which take the ground on any backward motion of the car. The dummy is also provided with a powerful brake. On descending the weight of both cars comes on the rope, which, of course, assists in dragging the upward cars up the hill; thus the descending and ascending cars travel at the same rate of speed. The gripping attachment used is simple, and a vertical slide works in a standard and is moved up and down by a screw and hand wheel, and small upper screw going down through the tube, screw and operating it. At the lower end of this slide is a wedge-shaped block. The wedge moves two jaws horizontally which open and close according to the direction in which the slide is moved, closing when the slide is moved upward. The jaws have pieces of soft cast iron, or of proper shape and size inside to grip the rope when they are closed over it. On both sides of the rope and attached to the jaws are two small sheaves. These sheaves are held by means of rubber cushions sufficiently in advance of the jaws to keep the rope of the jaws and at the same time to lead the rope fairly between them, allowing it to travel freely between the jaws when they are separated without touching them. When it is required to grip the rope, the jaws are closed by means of the small screw before described, and the wedge at the lower end closes the jaws over the rope, simultaneously forcing back the small guide sheaves into the rubber springs. The standard closing the slide is locked and retained in an iron bracket, and is locked and retained in an iron bracket, and is locked and retained in an iron bracket.

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ADVERTISEMENTS.

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DIVORCE AND DIVORCE LAWS.

CONTINUED INTEREST IN THE SUBJECT.

OPINIONS FROM VARIOUS QUARTERS—NEED OF EFFICIENT LEGISLATIONS.

The interest in the subject of divorce and divorce laws is unabated. To-day the views of Judge Russell, who favors grounds for divorce in addition to infidelity, and opposes the hearing of divorce cases publicly, are given, together with a number of extracts from newspapers.

EX-JUDGE RUSSELL'S VIEWS.

Other grounds for absolute divorce than infidelity necessary.

Ex-Judge Horace Russell, formerly of the Superior Court Bench, expressed yesterday some views with regard to the marriage and divorce laws of this State that differ considerably from those of the other judges and lawyers that have been mentioned in this column. He said that he did not believe in the divorce law as it now stands. He said that he did not believe in the divorce law as it now stands. He said that he did not believe in the divorce law as it now stands.

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HOME INTERESTS.

WHAT CAN BE SEEN IN THE MARKETS.

PRICES OF MEATS, POULTRY, FISH AND VEGETABLES.

Two questions present themselves to the